

FE 140

WIRE DRAG

Diagram No. 1255-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Wire Drag

Field No.

Office No..... FE-140WD

LOCALITY

State Florida

General Locality .. SW of Sanibel Island Light

Locality

1956

CHIEF OF PARTY

W. J. Chovan

LIBRARY & ARCHIVES

DATE

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.6 1956

FE 140
WIRE DRAG

F E No. 6 1956

WIRE DRAG

FE-140 WD

Diag. Cht. No. 1255-2

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Wire Drag
Field Examination
Field No. Item 16 Office No. 6

LOCALITY

State Florida
General locality Southwest of Sanibel Island
Light
Locality

1956

CHIEF OF PARTY

Walter J. Chovan

LIBRARY & ARCHIVES

DATE

COMM-DC 61300

F E No. 6 1956
WIRE DRAG

DESCRIPTIVE REPORT

For Field Examination No. 6, 1956

Wire Drag

Ship HYDROGRAPHER
Walter J. Chovan, Comdg.

Field Examination No. 6, 1956 was a wire drag examination of Item 16, Preliminary Review of 4 January 1956, Project 13280. Item 16 was a wreck, charted from a Corps of Engineers report (CL 204-1936) in Latitude $26^{\circ} 20.85'$, Longitude $82^{\circ} 08.00'$. The wreck was reported as "that a pipeline dredge sank in 30 ft. depths, 225° true, 9 miles from Sanibel Light". The estimated clearance over the wreck was 10 ft.

Wire drag investigation was done on 25, 26, and 27 August 1956. An area of approximately 5 miles square, centered on the reported position of the wreck, was covered.

The wire drag was done with the two launches of the Ship HYDROGRAPHER. A 4000 ft. drag was used, with the uprights set at 27 feet. An assumed lift of 1 ft. was used, due to the lack of a suitable vessel to use as a tender. Predicted tides from St. Petersburg standard tide station, corrected for time and height as per letter from the Director, dated 24 July 1956, were used for computing the effective depth.

Due to the distance from shore, normal methods of position control could not be used. The following method of control was employed:

The ship was anchored approximately $13\frac{1}{4}$ statute miles, 225° true, from Sanibel Light. The ship's position was determined by shoran three times a day during the course of the wire drag operations.

A radial plotting sheet was used by the drag launches, with the ship's position as the center of the radials, and statute miles as the concentric circle distances from the ship. The radial lines were marked as degrees true azimuth from the north. The ship set up a shoran ground station set for use by the launches.

Calibration of the launch shoran sets was done as follows:

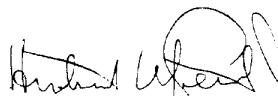
Prior to the wire drag, the ship anchored south of Sanibel Island Light and the ship's position was determined by shoran and sextant angles while the launches were calibrating their shoran sets. The two launches proceeded to San Carlos Bay Channel Daybeacon 4. The daybeacon's position was checked by sextant fixes, and the shoran sets in the launches were calibrated against the distance from the ship's shoran ground station.

The Mark for each position was called by radio from the guide launch. At each position, the shoran distances from the ship were read by each launch, and bearings taken by gyrocompass repeater from the ship to each launch. These bearings were radioed to the launches, and the launches' position plotted using the bearing and shoran distance. The buoy positions were determined in the usual manner.


A minimum effective depth of 24 feet was obtained during the course of the wire drag. There were no hangs.

An investigation by shoran station personnel at Sanibel Island found that local opinion was that the dredge was broken up during later storms and that it no longer exists as any distinguishing feature of the bottom. There is no local knowledge of any wreck in this area at this time.

It is recommended as a result of this wire drag investigation that the wreck be deleted from the charts.


Hubert W. Keith, Jr.
LT, C&GS

Approved and Forwarded:


Walter J. Chovan, CAPT, C&GS
Comdg., Ship HYDROGRAPHER

Summary of Statistics

Field Examination No. 6

Date	Day	No. Pos.	Nau. Mi. Drag	To & From	Misc.	Total Nau. Miles
25 Aug.	A	75	7.1	1.5	0.4	9.0
26 Aug.	B	63	7.2	2.5	0.3	10.0
27 Aug.	C	74	7.8	3.5	0.5	11.8
Totals		212	22.1			30.8

20
2203
839

748
(1956)
RJR
JVE

RECEIVED
MAIL ROOM

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ship HYDROGRAPHER
P.O. Box 1259
St. Petersburg, Fla.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

AUG 31 4 12 PM 1956

EXPRESS ADDRESS:

30 August 1956

COAST & GEODETIC SURVEY

To: The Director
Coast and Geodetic Survey
Washington, D. C.

Subject: Wire Drag Investigation - ITEM 16, Preliminary
Review of 4 January 1956.

Reference: Supplemental Instructions - Project 13280,
29 December 1955.

In accordance with reference, paragraph 20, a Wire Drag
Investigation of Wreck Item 16 was made from 25 - 27 August 1956.

No indication of this wreck could be found and it is
recommended that it be removed from the chart.

The location of this wreck was beyond the range of the
launch shoran, so other means had to be devised to control the
drag strips.

A polar projection, on scale of 1:20,000, was made. This
consisted of 10° radial lines from the pole covering an arc of
180°. Distance arcs, one statute mile apart, were constructed
from the pole.

The Ship anchored approximately three statute miles from the
wreck obtaining its position by shoran. Using this position as
the pole, the launches obtained their position by shoran distances
and a gyro bearing from the ship.

This Wire Drag boat sheet is being forwarded under separate
cover.

26 20.85
82 08.00
CL-20 4/36

On 9-6-56
Copies sent to
H.O.
C.G.
C of E
22

Walter J. Chovan
Walter J. Chovan
CAPT, C&GS
Comdg., Ship HYDROGRAPHER

H.O.N.M. 38 9/22/56

Chart 1255 7/72 then aid report
1002
1003
1007
1113
SEP 5 1956

Ack. by postal card
9/19/56 es

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens:

20 November 1956

Plane of reference approved in

1 volume of ~~sounding records for~~ wire drag records for

~~HYDROGRAPHIC SHEET~~ FE No. 6 1956

Locality Southwest of Sanibel Light, Florida

Chief of Party: W. J. Chovan in 1956

Plane of reference is mean low water

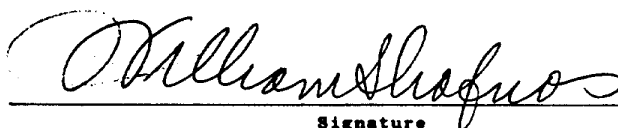
ft. on tide staff at

ft. below B.M.

Height of mean high water above plane of reference at
the working grounds is $1\frac{1}{2}$ feet.

NOTE: Tide reducers were verified by using St. Petersburg
observations with a time correction of -2 hours.

Condition of records satisfactory except as noted below:



Signature

Chief, Tides Branch

GEOGRAPHIC NAMES

Survey No. **F.E.No.6**
1956 W.D.

Name on Survey	<div>On Chart No.</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>										
	A	B	C	D	E	F	G	H	K		
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										27	

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.A. No. 6, 1956 W.D.

Records accompanying survey:

Boat sheets ..1..; sounding vols.; wire drag vols. ...1..;
bomb vols.; graphic recorder rolls;
special reports, etc. 2-Descriptive report.....
.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	212
Number of positions checked	.....	19
Number of positions revised	.....	2
Number of soundings revised (refers to depth only)	.....	0
Number of soundings erroneously spaced	.....	0
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	.....0
Junctions	Time	.....0
Verification of soundings from graphic record	Time	.....0
Verification by <i>Ju. Jaskind</i>	Total time	20 Date 7-11-57
Reviewed by <i>Ju. Jaskind</i>	Time	3 Date 7-11-57

Field Examination No. 6, 1956

The field examination was accomplished in compliance with the Supplemental Instructions for Project 13280 dated 29 December 1955. This is a wire-drag survey to locate or disprove the existence of a wreck in lat. $26^{\circ}20.85'$, long. $82^{\circ}08.00'$, reported by the Corps of Engineers (CL. 204, 1936) and referred to as item No. 16 of the preliminary review dated 4 January 1956 of Chart 1113. The Corps of Engineers stated the wreck was a pipeline dredge which sank in 30 ft. of water, and that the estimated clearance over the wreck was 10 ft.

The results of the field examination are plotted on the accompanying section of smooth sheet.

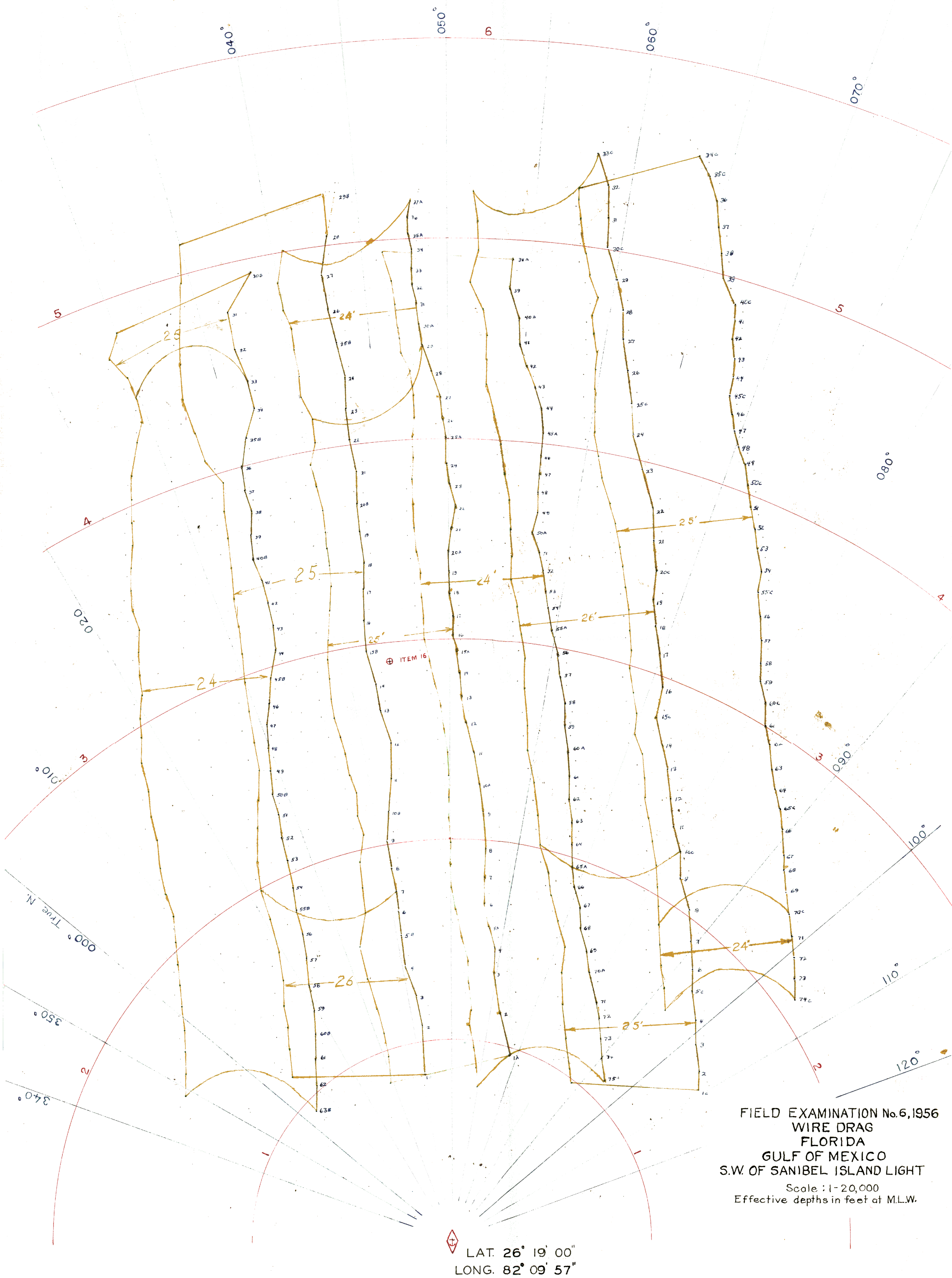
An area of approximately 5 miles square centered on the reported position of the wreck was covered by wire-drags set to effective depths of 24 - 26 ft. No groundings were obtained and the wreck is considered no longer to exist.

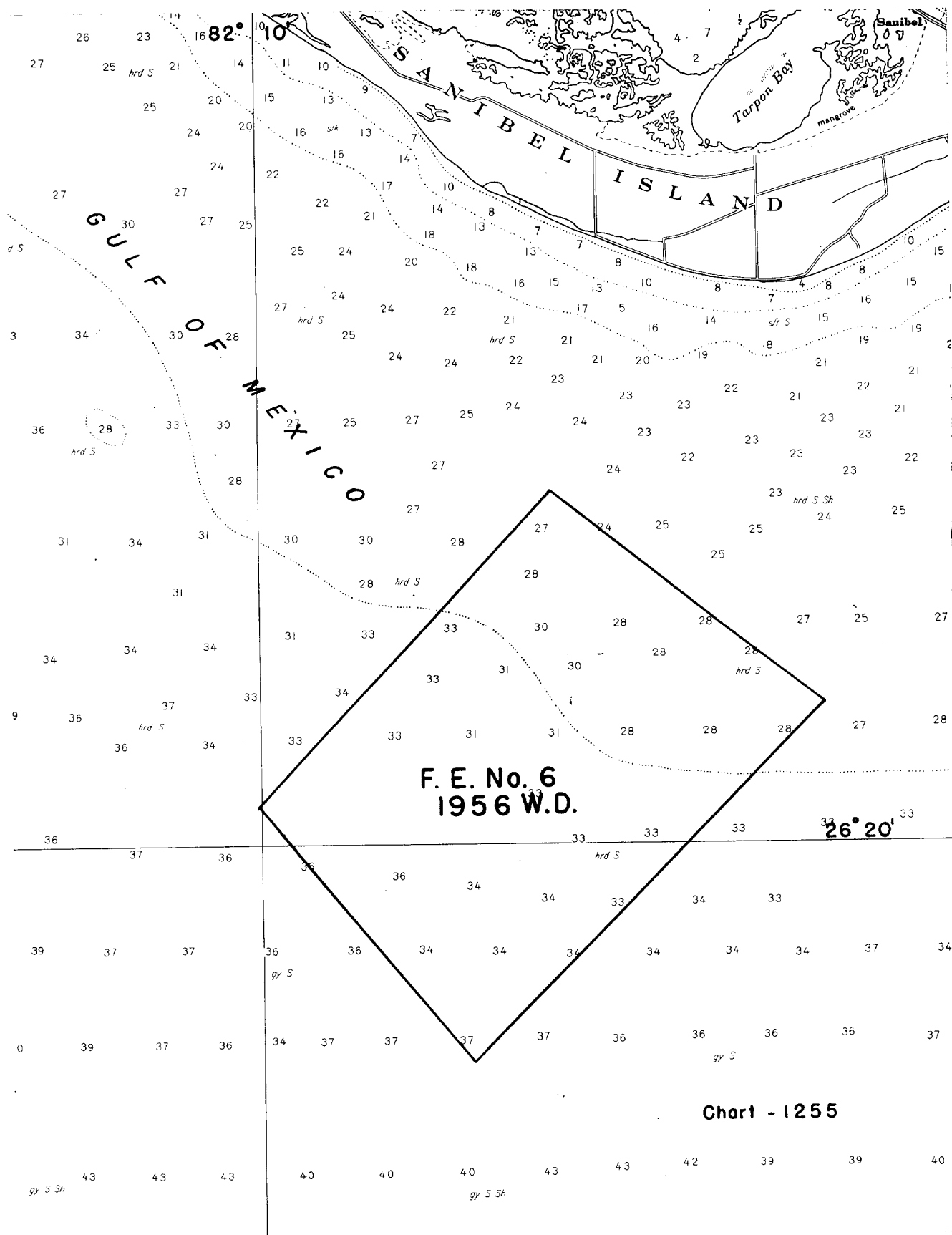
The wreck was deleted from Charts 1002, 1003, 1007, 1113, and 1255, between September 1956 and March 1957, and prior to verification and review of the field examination. The effective wire-drag depths are in harmony with the charted depths.

The Descriptive Report and attached correspondence adequately cover all other matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by - I. M. Zeskind
7-11-57

Inspected by - R. H. Carstens





NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No.6, 1956 W.D.

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

Applied to Chart 1007 before V & R, 10/23/56 ME

" " " 1002 " " 1-30-57 Sec. —

" " " 1113 after " Aug. 1957 J.H.B.